

BEFORE  
THE PUBLIC SERVICE COMMISSION OF  
SOUTH CAROLINA  
DOCKET NO. 2021-141-T - ORDER NO. 2021-602  
SEPTEMBER 17, 2021

IN RE:	Application of Dad Bod Moving LLC for	)	ORDER GRANTING
	Class E (Household Goods) Certificate of	)	CLASS E HOUSEHOLD
	Public Convenience and Necessity for	)	GOODS MOTOR
	Operation of Motor Vehicle Carrier	)	CARRIER CERTIFICATE

**I. INTRODUCTION**

This matter comes before the Public Service Commission of South Carolina (Commission) on the Application of Dad Bod Moving LLC (Dad Bod or Applicant) for a Class E Certificate of Public Convenience and Necessity to render household goods motor carrier services on a statewide basis.

**II. FACTS AND PROCEDURAL HISTORY**

Dad Bod, a limited liability company, filed an Application for a Class E Certificate of Public Convenience and Necessity with the Commission on April 23, 2021. C. Fredric Marcinak, Esquire, submitted a Notice of Appearance on behalf of Dad Bod on May 26, 2021, and William S. Jackson, IV, Esquire, filed a Notice of Appearance on behalf of Dad Bod on May 27, 2021. Dad Bod later filed an Amended Application on June 9, 2021. Thereafter, on July 21, 2021, Dad Bod filed a Second Amended Application and subsequently on July 26, 2021, filed supplemental documents to the Amended Application. Lastly, on August 20, 2021, Dad Bod submitted an amended proposed tariff. Dad Bod proposes to render household goods motor carrier services on a statewide basis.

The Office of Regulatory Staff (ORS), a party of record pursuant to Section 58-4-10 of the South Carolina Code of Laws (Supp. 2020), filed a Notice of Appearance of Benjamin P. Mustian, Esquire, on April 23, 2021. On July 28, 2021, ORS notified the Commission it did not intend to file testimony in the docket, but had reviewed the Application and was of the opinion Dad Bod would meet the fit, willing, and able requirements of S.C. Code Ann. Regs. 103-133 (2012). Additionally, ORS reviewed the additional filings and amended tariff of the Applicant. On August 23, 2021, ORS further notified the Commission that it remains of the same opinion regarding the Applicant meeting the requirements of Reg. 103-133. ORS also stated it will ensure the Applicant complies with all applicable statutes and regulations and any conditions the Commission establishes before ORS issues the certificate.

By letter dated April 29, 2021, the Clerk's Office of the Commission instructed Dad Bod to publish the Notice of Filing (Notice) in newspapers of general circulation in the areas affected by the Application. The Notice provided information regarding the nature of the proceeding and advised any person desiring to participate as a party of record to file a Petition to Intervene on or before June 4, 2021. The Commission required Applicant to publish the Notice on or before May 14, 2021, and to provide proof of publication no later than June 4, 2021. In correspondence dated June 11, 2021, the Clerk's Office notified Dad Bod it had failed to comply with the deadlines the Commission established for the proof of publication and notified Dad Bod the docket would be presented for dismissal if proof of publication was not provided by June 21, 2021. Ultimately, the Clerk's Office issued a revised Notice and a communication dated June 16,

2021, that the Applicant was to file the revised Notice on or before July 2, 2021, and provide proof of publication on or before July 2, 2021. The Applicant filed proof of publication on June 25, 2021, indicating the Notice was published in *The Greenville News* on June 25, 2021. No party intervened in this docket.

The Commission held a public hearing on July 29, 2021, at 10:00 a.m., presided by Chairman Justin T. Williams. The Applicant placed one exhibit into evidence, with five additional late filed exhibits noted, and offered the testimony of Taylor Smith. The affidavit of Shipper Witness Ché Gardner was entered into read into evidence. ORS admitted into evidence its correspondence dated July 28, 2021, regarding its review.

On September 1, 2021, the Commission – having received and reviewed the final late filed exhibit required of the Applicant on August 23, and a subsequent letter from ORS on August 24 that reaffirmed its position that the Applicant meets the fit, willing, and able standard - issued a Directive approving the Application of Dad Bod for a Class E Household Goods Certificate.

### **III. EVIDENCE OF RECORD**

The Application and evidence presented at the hearing established the Applicant is financially sound, as set forth in its Financial Statement, has a vehicle designated for use in its moving business, has obtained an insurance quote for liability and cargo insurance, and has a plan to provide services on a statewide basis. The Applicant offered the testimony of its president and owner, Tyler Smith, affidavit of the shipper witness, the Application, the Amended Application, and the Second Amended Application. The

evidence indicated Dad Bod is familiar with the statutes and regulations governing household goods motor carriers operating with a Class E Certificate.

#### **IV. APPLICABLE LAW**

The Commission has the authority to approve the classification of every motor carrier in South Carolina, as established in Section 58-23-1010 of the South Carolina Code of Laws (2015). The South Carolina Code of State Regulations (2012) provides: “[a] Class E motor carrier is a common carrier of property (household goods or hazardous waste for disposal) by motor vehicle including a motor vehicle containing goods packed by a packing service. A Class E motor carrier must obtain either a Certificate of [Public Convenience and Necessity] or [fit, willing, and able] from the ORS after approval by the commission.” S.C. Code Ann. Regs. 103-114 (2012).

Pursuant to Section 58-23-260 of the South Carolina Code of Laws (2015), ORS, “upon order of the commission, may issue a certificate E for property-carrying vehicles which will not operate upon any particular route or schedule.” Furthermore, the statutory provisions governing Classes A and C certificates also apply to Class E certificates. § 58-23-280. Section 58-23-330 sets forth the grounds on which the Commission may approve or deny the issuance of a certificate:

[a]n applicant applying for a certificate . . . may be approved upon a showing based on criteria established by the commission that the applicant is fit, willing, and able to perform appropriately the proposed service. If an intervenor shows or if the commission determines that the public convenience and necessity is being served already, the commission may deny the application.

*Id.*

Section 58-23-590 establishes:

(A) The commission must promulgate regulations necessary to control entry and certification standards, set rates and charges, and establish enforcement procedures and powers to govern the operations of carriers of household goods and hazardous waste for disposal.

...

(C) The Office of Regulatory Staff must issue a common carrier certificate or contract carrier permit of public convenience and necessity, upon order of the commission, if the applicant proves to the commission that:

- (1) it is fit, willing, and able to properly perform the proposed service and comply with the provisions of this chapter and the commission's regulations; and
- (2) the proposed service, to the extent to be authorized by the certificate or permit, is required by the present public convenience and necessity.

The commission shall adopt regulations that provide criteria for establishing that the applicant is fit, willing, and able, and criteria for establishing that the applicant must meet the requirement of public convenience and necessity. The determination that the proposed service is required by the public, convenience and necessity must be made by the commission on a case-by-case basis.

S.C. Code of Laws Section 58-23-590 (2015).

Regulation 103-133(1) establishes the proof an applicant for a Class E Certificate must provide to the Commission to give the Commission justification for approving the application:

An application for a Certificate of [Public Convenience and Necessity] . . . to operate as a carrier of household goods . . . by motor vehicle may be approved upon a showing that the applicant is fit, willing, and able to appropriately perform the proposed service and that the public convenience and necessity are not already being served in the territory by

existing authorized service. . . . The following criteria should be used by the commission in determining that an applicant for motor carrier operating authority is fit, willing, and able to provide the requested service to the public:

- a. FIT. The applicant must demonstrate or the commission determines that the applicant's safety rating is satisfactory. This can be obtained from U.S.D.O.T. and S.C.D.P.S. safety records. Applicants should also certify that there are no outstanding judgments pending against such applicant and that applicant is financially fit to do business as a certified carrier. The applicant should further certify that he is familiar with all statutes and regulations, including safety regulations, governing for-hire motor carrier operations in South Carolina and agree to operate in compliance with these statutes and regulations.
- b. ABLE. The applicant should demonstrate that he has either purchased or leased on a long-term basis, necessary equipment to provide the service for which he is applying. Thirty days or more shall constitute a long-term basis. The applicant must undergo an inspection of all vehicles and facilities to be used to provide the proposed service. The applicant should also provide evidence in the form of insurance policies or insurance quotes, indicating that he is aware of the commission's insurance requirements and the costs associated therewith. Additionally, the applicant can file a statement indicating the applicant's purpose for seeking a Class E Certificate, the applicant's 5-year plan if the commission grants the applicant a Class E Certificate, and such other information that may be contained in a business proposal.
- c. WILLING. Having met the requirements as to "fit and able," the submitting of the application for operating authority would be sufficient demonstration of the applicant's willingness to provide the authority sought.

## **V. DISCUSSION**

Dad Bod requests approval to receive a Class E Household Goods Motor Carrier Certificate. The evidence presented by the Applicant and ORS indicates Dad Bod has shown it is fit, willing, and able to provide motor carrier services under the requirements of South Carolina law. We note the proposed tariff is reasonable and there is no evidence the rates are discriminatory.

ORS performed an inspection of Dad Bod and expressed the opinion Dad Bod will meet the fit, willing and able standard the law requires. No person or party notified the Commission of its opposition to certifying Dad Bod to operate pursuant to its application. Accordingly, the Application of Dad Bod Moving LLC to operate pursuant to a Class E Household Goods motor carrier certificate in South Carolina should be approved.

## **VI. FINDINGS OF FACT**

1. Dad Bod is familiar with, and agrees to comply with, all applicable rules and regulations governing motor carriers operating under a Class E Household Goods Certificate.

2. Dad Bod provided a financial statement indicating it is financially fit to carry out the proposed carrier services. Furthermore, Dad Bod certified it agrees to operate in compliance with the statutes and regulations that govern motor carriers operating with a Class E Household Goods Certificate.

3. The evidence shows Dad Bod will lease a 2023 International box truck and provided adequate proposal for insurance – both liability and cargo.

4. Dad Bod provided a final Proposed Tariff setting forth its hourly rates and a Bill of Lading.<sup>1</sup> We find the tariff and business plans as presented to be appropriate.

5. Dad Bod is fit, willing, and able to perform the service it proposes, and the Application should be approved.

6. ORS will ensure that Dad Bod meets all appropriate requirements for the issuance of a Class E Household Goods Certificate.

#### **VII. CONCLUSIONS OF LAW**

1. Dad Bod is fit, willing, and able to appropriately perform the services proposed in the Application, pursuant to the criteria specified in Regulation 103-133 (1).

2. Dad Bod has shown that public convenience and necessity is not already being served, pursuant to Regulation 103-133(1).

3. Dad Bod presented the affidavit of a shipper witness in compliance with Regulation 103-133(1).

#### **VIII. ORDERING PROVISIONS**

##### **IT IS THEREFORE ORDERED:**

1. The Application of Dad Bod Moving LLC for a Class E Household Goods Motor Carrier Certificate of Public Convenience and Necessity is approved.

2. The Final Tariff and Bill of Lading are approved and attached hereto as Order Exhibits 1 and 2.

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<sup>1</sup> The Final Tariff is attached as Order Exhibit 1 and the Bill of Lading, with contract terms and conditions, is attached as Order Exhibit 2.



3. Dad Bod shall file with ORS the proper license fees, proof of liability insurance (Form E), and other information required by Sections 58-23-10 through 1830 of the South Carolina Code of Laws (2015), by the South Carolina Code of State Regulations 103-100 through 846 (2012), and by Regulations 38-400 through 447 (2011), within ninety days of the date of this Order, or within such additional time as may be authorized by the Commission.

4. Upon compliance with the filing of information as required by Sections 58-23-10 through 1830, and Regulations 103-100 through 846, a Certificate shall be issued by ORS to Dad Bod authorizing the motor carrier services granted herein.

5. Prior to compliance with the requirements regarding the filing of certain information with the ORS and receipt of a Certificate, the motor carrier services authorized by this Order shall not be provided.

6. Failure of Dad Bod to either (1) complete the certification process by complying with the requirements of filing with the ORS proof of appropriate insurance and the payment of license fees and such other information required by law within ninety days of the date of this Order or (2) request and obtain from the Commission additional time to comply with the requirements stated above, this Order granting the Application shall be deemed null and void, and the Application herein shall be dismissed without prejudice. In this event, no further order of this Commission is necessary.

7. Should Dad Bod fail to comply with the requirements set forth in this Order, then ORS is requested to furnish the name and docket number of Dad Bod to the

Commission pursuant to the two-month reporting requirement contained in Order Number 2014-443 (May 21, 2014). After such notification, the Docket shall be closed.

8. This Order shall remain in full force and effect until further order of the Commission.

BY ORDER OF THE COMMISSION:



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Justin T. Williams, Chairman  
Public Service Commission of  
South Carolina

**REGULATIONS AND SCHEDULE OF CHARGES APPLICABLE TO  
CERTAIN INTRASTATE HOUSEHOLD GOODS MOVES WITHIN THE  
STATE OF SOUTH CAROLINA**

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**Applicability of Tariff**

This tariff contains the regulations and rates applicable to the provision of intrastate household goods moved by DAD BOD MOVING LLC. These services are furnished between points and places in SOUTH CAROLINA.

**SECTION 1****1.0 Transportation Charges**

Transportation Charges include the hourly rates as listed below.

Mileage Fee: \$1.75 Per Mile driven are billed in addition to the hourly rate. This Fee starts at our office at 216b Pine St Ext. Greer, SC. 29651. It ends at the drop-off address unless that address is more than 20 miles from our office. In that case we will charge round-trip mileage.

**1.1 Hourly Rates and Charges**

Moves will be conducted on a "straight time" basis, with a minimum hourly charge as set out below plus actual travel time. The clock starts at the appropriate hourly rate when the movers leave the DAD BOD MOVING LLC office location, and includes the movers estimate return time to the office location.

<b><u>Number of Movers</u></b>	<b><u>Hourly Rate</u></b>
Two Men and a Truck	\$110.00
Three Men and a Truck	\$145.00
Four Men and a Truck	\$180.00
Four Men and Two Trucks	\$220.00
Each Additional Man	\$35.00 per man/per hour

**1.2 Office Hours / Minimum Hourly Charges:**

DAD BOD MOVING LLC will operate Monday – Saturday, 8:00 am – 8:00 pm and Sunday from 12:00pm – 8:00pm.

Monday- Friday	Two-Hour Minimum Charge
Saturday- Sunday	Three-Hour Minimum Charge
Recognized Federal Holidays	Three- Hour Minimum Charge

After the minimum hourly charge, the hourly rates are calculated in fifteen-minute increments. Any interim charge is rounded up to the next fifteen-minute increment. If customers cancel within 48 hours of their move, DAD BOD MOVING LLC will charge the applicable minimum. Hourly rates are the same, seven days a week, 24 hours a day, in every season of the year. Customers are not charged an additional fee for overtime labor.



**SECTION 2****2.0 ADDITIONAL SERVICES**

The following charges shall be assessed in addition to the hourly rates quoted in Section 1 of this tariff, in connection with a move involving additional items:

**2.1 Heavy Item Charges (per item)**

- Pool Tables- \$200
- Steel Gun Cabinet/Safe (in excess of 300 lbs.) - \$150
- Hot Tubs, Whirlpools - \$250
- Commercial Refrigerators or Freezers - \$100
- Golf Carts - \$150
- Upright Piano - \$150
- Baby Grand Piano - \$300
- Grand Piano - \$500

**2.2 Elevator or Stair Carry**

DAD BOD MOVING LLC does not charge an additional fee for elevator or stair carry, except as specified in Section 2.1 above.

**2.3 Long Distance Moves**

DAD BOD MOVING LLC will be billed at the hourly rate plus mileage.

**2.4 Pick Up and Delivery**

DAD BOD MOVING does not charge an additional fee for making additional pick-ups or deliveries after the initial stop.

**2.5 Packing and Unpacking**

**2.5.1** The packing and unpacking rate is the same as the hourly rate listed in Section 1; plus the market price of packing materials, including sales tax on the materials.

**2.5.2** DAD BOD MOVING LLC is not responsible for items packed by the customer. Boxes containing fragile or breakable items must be properly labeled. DAD BOD MOVING LLC reserves the right to decline any moves consisting of extremely large or fragile items.

**Articles, Special Servicing****2.7**

The rates and charges in this tariff do not include servicing or connection of appliances such as freezers, refrigerators, computer equipment, washers, dryers, televisions, and similar articles.

**Waiting Time****2.8**

The customer is charged the rates specified in Section 1 for all waiting time or delays which are not the fault of DAD BOD MOVING LLC.



**SECTION 3****3.0 RULES AND REGULATIONS****3.1 Claims**

- 3.1.1** All claims for loss, damage or overcharge must be written and should be attached to the Bill of Lading.
- 3.1.2** Claimant must notify carrier of all claims for concealed damage within 30 days of the move. DAD BOD MOVING LLC must be given reasonable opportunity to inspect damaged items.
- 3.1.3** Although our movers will be careful with your possessions, from time to time damages may occur. If damages are caused by our service, DAD BOD MOVING LLC reserves the right to repair the damage(s) in question. If we determine that damages cannot be repaired, we reserve the right to either replace or compensate (actual cash value) for the damage. If there is damage, notify DAD BOD MOVING LLC immediately. They will complete a Damage Report before they leave your site. If you discover damage after the move, call the office within 30 days of your move. No damage claims will be honored until the charges for moving services are paid in full. You will be asked to sign a Release of Liability acknowledging this.

**3.2 Computing Charges**

DAD BOD MOVING LLC rates are computed by multiplying the applicable hourly rate by the time as provided in Section 1, plus a mileage charge as provided in Section 1, plus any heavy item charges as provided in Section 2.

**3.3 Governing Publications**

DAD BOD MOVING LLC rates and charges are governed by the terms and conditions of this tariff, and the Rules and Regulations of the South Carolina Public Service Commission.

**3.4 Items of Particular Value**

DAD BOD MOVING LLC does not assume any liability whatsoever for documents, currency, credit cards, jewelry, watches, precious stones or articles of extraordinary value including accounts, bills, deeds, evidences of debt, securities, notes, postage stamps, stamp collections, trading stamps, revenue stamps, letters or packets of letters, alcoholic beverages, firearms, coin collections, articles of peculiarly inherent or intrinsic value, precious metals or articles manufactured there from.

**3.5 Bill of Lading, Contract Terms, and Conditions**

Each customer will be provided with a copy of DAD BOD MOVING LLC's Bill of Lading. The terms and conditions of the Bill of Lading, attached hereto, are hereby incorporated by reference.

**3.6 Delays**

DAD BOD MOVING LLC shall not be liable for any delays in transporting household goods resulting from an act of God or fault or neglect of any unforeseen entities.

**SECTION 4****4.0 PROMOTIONS**

DAD BOD MOVING LLC shall apply the following promotions, in a uniform and nondiscriminatory fashion:

**4.1 Military/Senior Citizens**

A promotional rate of normal hourly service charges for moving, packing and unpacking items listed below will be applied for customers who are active duty military, disabled veterans, and senior citizens (age 65 and over) that provide proper proof of same. Extra chargeable items will follow rates in Section 2. Moves will be conducted on a "straight time" basis, with a minimum hourly charge as set out in Section 1.2 plus actual travel time. The clock starts at the appropriate hourly rate when the movers leave the company's office location, and the movers estimate return time to the office location. The hourly rates and charges are indicated below:

<u>Customer Type</u>	<u>Discount</u>
Military	5% Off Total Cost
Senior Citizens (age 65 and over)	2.5% Off Total Cost

UNIFORM HOUSEHOLD GOODS BILL OF LADING AND FREIGHT BILL



**DAD BOD MOVING LLC**  
216B Pine Street Ext. Greer,  
South Carolina 29651  
864-416-4441

ELECTRONICALLY FILED  
2021 JUL 21 3:03 PM  
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IN CASE OF NEED: CONTACT TRAFFIC CONTROL MGR. AT ABOVE ADDRESS OR TELEPHONE NUMBER

REFER TO THIS REG. NO.

SHIPPER \_\_\_\_\_  
ADDRESS \_\_\_\_\_  
FLOOR \_\_\_\_\_ ELEV. \_\_\_\_\_ TEL. \_\_\_\_\_  
CITY \_\_\_\_\_ STATE \_\_\_\_\_

CONSIGNEE TO \_\_\_\_\_  
ADDRESS \_\_\_\_\_  
FLOOR \_\_\_\_\_ ELEV. \_\_\_\_\_ TEL. \_\_\_\_\_  
CITY \_\_\_\_\_ STATE \_\_\_\_\_  
PREFERRED DELIVERY DATE(S) \_\_\_\_\_  
OR PERIODS OF TIME \_\_\_\_\_

**NOTIFICATION OF WEIGHT & CHARGES**

SHIPPER REQUESTS NOTIFICATION OF ACTUAL  
WEIGHT & CHARGES TO PARTY SHOWN BELOW  
NOTIFY \_\_\_\_\_ TEL. \_\_\_\_\_  
ADDRESS \_\_\_\_\_

**ALL CHARGES ARE TO BE PAID IN CASH, MONEY ORDER, OR  
CERTIFIED CHECK BEFORE CARRIER DELIVERS OR RELINQUISHES  
POSSESSION UNLESS INDICATED BY CARRIER. PERSONAL CHECK  
WILL NOT BE ACCEPTED.**

RECEIVED \_\_\_\_\_  
SUBJECT TO \_\_\_\_\_ ROUTING \_\_\_\_\_

GENERAL  
CONDITIONS:

RATES, RULES AND REGULATIONS IN  
TARIFF \_\_\_\_\_ SEC. \_\_\_\_\_

**INVOICING**

GOV'T. B/L No. \_\_\_\_\_  
BILL CHARGES TO \_\_\_\_\_

**WEIGHT AND SERVICES**

☐ SPACE RES. \_\_\_\_\_ CU. FT.  
☐ EXCL. USE OF VEH. \_\_\_\_\_ CU. FT.

EXPEDITED SERVICE ORDERED BY SHIPPER DELIVERED ON OR BEFORE

THIS SHIPMENT WILL MOVE SUBJECT TO  
THE RULES AND CONDITIONS OF THE CAR-  
RIER & TARIFF. ALL TERMS PRINTED OR  
STAMPED HEREON OR ON THE REVERSE  
SIDE HEREOF. SHIPPER HEREBY RELEASES  
THE ENTIRE SHIPMENT TO A VALUE NOT  
EXCEEDING \_\_\_\_\_ THE CARRIER'S LI-  
ABILITY FOR LOSS AND DAMAGE WILL BE .60  
PER LB. PER ARTICLE UNLESS A GREATER  
AMOUNT IS SPECIFIED BY THE SHIPPER.

GROSS	TARE	NET	RATE	CHARGES
TRANSPORTATION	MILES			
ADD'TL. LIAB. CHG. (PER SHIPMENT CHARGE)				
ADD'TL. TRANS. (SURCHARGE)	<input type="checkbox"/> ORIG. <input type="checkbox"/> DEST.			
EXTRA PICKUPS OR DELIVERIES: NO. _____ BY _____				
AT _____				
EXCESSIVE CARRY _____ ELEVATOR _____ STAIRS _____				
PIANO HANDLING: OUT _____ IN _____ HOIST _____				
ADD'TL. LABOR _____ MEN FOR _____ MAN HOURS _____				
WAREHOUSE HANDLING _____				
TRANSIT STORAGE: FROM _____ TO _____				
S.I.T. VALUATION CHARGE _____				

SIGNED \_\_\_\_\_  
Shipper \_\_\_\_\_ Date \_\_\_\_\_

**TIME RECORD**

START \_\_\_\_\_  
FINISH \_\_\_\_\_  
AM AM Customers Initials  
PM PM Customers Initials

JOB HOURS \_\_\_\_\_  
TRAVEL TIME \_\_\_\_\_  
TOTAL HOURS \_\_\_\_\_

**TRANSPORTATION SERVICES  
HOURLY CHARGE**

STRAIGHT TIME  
VAN(S) \_\_\_\_\_ MEN \_\_\_\_\_ HOURS AT \$ \_\_\_\_\_ PER HR.

OVERTIME SERVICES  
VAN(S) \_\_\_\_\_ MEN \_\_\_\_\_ HOURS AT \$ \_\_\_\_\_ PER HR.

TRAVEL TIME HOURS at \$ \_\_\_\_\_

OTHER CHARGES \_\_\_\_\_

OTHER CHARGES \_\_\_\_\_

PACKING \_\_\_\_\_

INSURANCE \_\_\_\_\_

TOTAL \_\_\_\_\_

DATE DELIVERED \_\_\_\_\_

DRIVER \_\_\_\_\_

**APPLIANCE SERVICES**

ORIGIN DUE \_\_\_\_\_  
DEST. DUE \_\_\_\_\_

**OTHER CHARGES**

CARTAGE: TO WHSE <input type="checkbox"/> FROM WHSE <input type="checkbox"/> ORIG <input type="checkbox"/> DEST <input type="checkbox"/> MI	QUANTITY
BARRELS	5
CARTONS LESS THAN 1 1/2	
CARTONS 1 1/2	
CARTONS 3	
CARTONS 4 1/2	
CARTONS 6	
CRIB MATTRESS	
WARDROBES (USE OF)	
MATTRESS CARTON NOT EXCEEDING 39 x 75	
MATTRESS CARTON NOT EXCEEDING 54 x 75	
MATTRESS CARTON EXCEEDING 54 x 75	
CRATES	
MIRROR CARTONS	
TOTAL PACKING	

TOTAL CHARGES ☐ CHGE ☐ PPD ☐ C.O.D. ☐ G.B.L. TOTAL CHARGES \_\_\_\_\_

PREPAYMENT: COLLECTED BY \_\_\_\_\_

BALANCE DUE: COLLECTED BY \_\_\_\_\_

DELIVERY ACKNOWLEDGEMENT: SHIPMENT WAS RECEIVED IN GOOD CONDITION EXCEPT AS NOTED ON INVENTORY, AND SERVICES  
ORDERED WERE PERFORMED.

REC'D FOR STORAGE \_\_\_\_\_ WAREHOUSE \_\_\_\_\_ CONSIGNEE \_\_\_\_\_

BY \_\_\_\_\_ PER \_\_\_\_\_ DATE \_\_\_\_\_

(WAREHOUSEMAN'S SIGNATURE)

DATE



## CONTRACT TERMS AND CONDITIONS

Sec. 1. (a) The carrier or party in possession of any of the property herein described shall be liable as at common law for any loss thereof or damage thereto, except as hereinafter provided.

(b) No carrier or party in possession of all or any of the property herein described shall be liable for any loss thereof or damage thereto or delay caused by the act of God, the public enemy, the acts of public authority, quarantine, riots, strikes, perils of navigation, the act or default of the shipper or owner, the nature of the property or defect or inherent vice therein. Except in case of negligence of the carrier or party in possession, no carrier or party in possession of all or any of the property herein described shall be liable for the loss or damage thereto or responsible for its condition, operation or functioning, whether or not such property or any part of it is packed, unpacked, or packed and unpacked by the shipper or its agent or the carrier or its agent. Except in case of negligence of the carrier or party in possession, no carrier or party in possession of all or any of the property herein described shall be liable for damage to or loss of contents of pieces of furniture, crates, bundles, cartons, boxes, barrels or other containers unless such contents are open for the carrier's inspection and then only for such articles as are specifically listed by the shipper and receipted for by the carrier or its agent.

(c) Except in case of negligence of the carrier or party in possession, the carrier or party in possession of any of the property herein described shall not be liable for delay caused by highway obstruction, or faulty or impassable highway, or lack of capacity of any highway, bridge, or ferry, or caused by breakdown or mechanical defect of vehicles or equipment.

(d) Except in case of negligence of the carrier or party in possession the carrier or party in possession shall not be liable for loss, damage, or delay occurring while the property is stopped and held or stored in transit upon request of the shipper, owner, or party entitled to make such request, whether such request was made before or after the carrier comes into possession of the property.

(e) In case of quarantine the property may be discharged at the risk and expense of the owners into quarantine depot or elsewhere, as required by quarantine regulations, or authorities, and in such case, carrier's responsibility shall cease when the property is so discharged, or property may be returned by carrier at owner's expense to shipping point earning charges both ways. Quarantine expenses of whatever nature or kind upon or in respect to property shall be borne by the owners of the property or be a lien thereon. The carrier shall not be liable for loss or damage occasioned by fumigation or disinfection or other acts done or required by quarantine regulations or authorities even though the same may have been done by carrier's officers, agents, or employees, nor for detention, loss, or damage of any kind occasioned by quarantine or the enforcement thereof. No carrier shall be liable, except in case of negligence, for any mistake or inaccuracy in any information furnished by the carrier, its agents, or officers, as to quarantine laws or regulations. The shipper shall hold the carriers harmless from any expense they may incur, or damages they may be required to pay, by reason of the introduction of the property covered by this contract into any place against the quarantine laws or regulations in effect at such place.

Sec. 2. (a) No carrier is bound to transport said property by any particular schedule, vehicle, train or vessel or otherwise than with reasonable dispatch. Every carrier shall have the right in case of physical necessity to forward said property by any carrier or route between the point of shipment and the point of destination. In all cases not prohibited by law, where a lower value than actual value has been represented in writing by the shipper or has been agreed upon in writing as the released value of the property as determined by the classification or tariffs upon which the rate is based, such lower value shall be the maximum amount to be recovered, whether or not such loss or damage occurs from negligence.

(b) As a condition precedent to recovery, claims must be filed in writing with the receiving or delivering carrier, or carrier issuing this bill of lading, or carrier in possession of the property when the loss, damage, injury or delay occurred, within 30 days after delivery of the property (or in case of export traffic, within nine months after delivery at port of export) or, in case of failure to make delivery, then within nine months after a reasonable time, for delivery has elapsed; and suits shall be instituted against any carrier only within two years and one day from the day when notice in writing is given by the carrier to the claimant that the carrier has disallowed the claim or any part or parts thereof specified in the notice. Where claims are not filed or suits are not instituted thereon in accordance with the foregoing provisions, no carrier hereunder shall be liable, and such claims will not be paid.

(c) Any carrier or party liable on account of loss or damage to any of said property shall have the full benefit of any insurance that may have been effected upon or on account of said property so far as this shall not avoid the policies or contracts of insurance; provided that the carrier reimburse the claimant for the premium paid thereon.

Sec. 3. Except where such service is required as the result of carrier's negligence, all property shall be subject to necessary cooperage, packing and repacking at owner's cost.

Sec. 4. (a) Property not received by the party entitled to receive it within the free time (if any) allowed by tariffs lawfully on file (such free time to be computed as therein provided) after notice of the arrival of the property at destination or at the port of export (if intended for export) has been duly sent or given, and after placement of the property for delivery at destination, or at the time tender of delivery of the property to the party entitled to receive it or at the address given for delivery has been made, may be kept in vehicle, warehouse or place of business of the carrier, subject to the tariff charge for storage and to carrier's responsibility as warehouseman, only, or at the option of the carrier, may be removed to and stored in a warehouse at the point of delivery or at other available points, at the cost of the owner, and there held without liability on the part of the carrier, and subject to a lien for all transportation and other lawful charges, including a reasonable charge for storage. In the event the consignee can not be found at the address given for delivery, then in that event, notice of the placing of such goods in warehouse shall be left at the address given for delivery and mailed to any other address given on the bill of lading for notification, showing the warehouse in which such property has been placed, subject to the provisions of this paragraph.

(b) Where nonperishable property which has been transported to destination hereunder is refused by consignee or the party entitled to receive it upon tender of delivery, or said consignee or party entitled to receive it fails to receive it or claim within 15 days after notice of arrival of the property at destination shall have been duly sent or given, the carrier may sell the same at public auction to the highest bidder, at such place as may be designated by the carrier; provided, that the carrier shall have first mailed, sent, or given to the consignor notice that the property has been refused or remains unclaimed, as the case may be, and that it will be subject to sale under the terms of the bill of lading if disposition be not arranged for, and shall have published notice containing a description of the property, the name of the party to whom consigned, and the time and place of sale, once a week for two successive weeks, in a newspaper of general circulation at the place of sale or nearest place where such newspaper is published; provided, that 30 days shall have elapsed before publication of notice of sale after said notice that the property was refused or remains unclaimed was mailed, sent, or given.

(c) Where perishable property which has been transported hereunder is refused by consignee or party entitled to receive it, or consignee or party entitled to receive it shall fail to receive it promptly, the carrier may, in its discretion, to prevent deterioration or further deterioration, sell the same to the best advantage at private or public sale; provided, that if there be time for service of notification to the consignor or owner of the refusal of the property or the failure to receive it and request for disposition of the property, such notification shall be given, in such manner as the exercise of due diligence requires, before the property is sold.

(d) Where the procedure provided for in the two paragraphs last preceding is not possible, it is agreed that nothing contained in said paragraphs shall be construed to abridge the right of the carrier at its option to sell the property under such circumstances and in such manner as may be authorized by law.

(e) The proceeds of any sale made under this section shall be applied by the carrier to the payment of advances, tariff charges, packing, storage, and any other lawful charges and the expense of notice, advertisement, sale, and other necessary expense and of caring for and maintaining the property, if proper care of the same requires special expense; and should there be a balance, it shall be paid to the owner of the property sold hereunder.

(f) Where the carrier is directed to load property from (or render any services at) a place or places at which the consignor or his agent is not present, the property shall be at the risk of the owner before loading.

Where the carrier is directed to unload or deliver property (or render any services) at the place or places at which the consignee or its agent is not present, the property shall be at the risk of the owner after unloading or delivery.

Sec. 5. No Carrier hereunder will carry or be liable in any way for any documents, specie, or for any articles of extraordinary value not specifically rated in the published classifications or tariffs unless a special agreement to do so and a stipulated value of the articles are endorsed hereon.

Sec. 6. Explosives or dangerous goods will not be accepted for shipment. Every party whether principal or agent shipping such goods shall be liable for and indemnify the carrier against all loss or damage caused by such goods and carrier will not be liable for safe delivery of the shipment.

Sec. 7. The owner or consignee shall pay the advances, tariff charges, packing and storage, if any, and all other lawful charges accruing on said property; but, except in those instances where it may lawfully be authorized to do so, no carrier shall deliver or relinquish possession at destination of the property covered by this bill of lading until all tariff rates and charges thereon have been paid. The consignor shall be liable for the advances, tariff charges, packing, storage and all other lawful charges, except that if the consignor stipulates, by signature, in the space provided for that purpose on the face of this bill of lading that the carrier shall not make delivery without requiring payment of such charges and the carrier, contrary to such stipulation, shall make delivery without requiring such payment, the consignor (except as hereinafter provided) shall not be liable for such charges: Provided, that, where the carrier has been instructed by the shipper or consignor to deliver said property to a consignee other than the shipper or consignor, such consignee shall not be legally liable for transportation charges in respect of the transportation of said property (beyond those billed against him at the time of delivery for which he is otherwise liable) which may be found to be due after the property has been delivered to him, if the consignee (a) is an agent only and has no beneficial title in said property, and, (b) prior to delivery of said property has notified the delivering carrier in writing of the fact of such agency and absence of beneficial title, and, in the case of a shipment reconsigned or diverted to a point other than that specified in the original bill of lading, has also notified the delivering carrier in writing of the name and address of the beneficial owner of said property; and in such cases the shipper or consignor, or, in the case of a shipment so reconsigned or diverted, the beneficial owner, shall be liable for such additional charges. If the consignee has given to the carrier erroneous information as to who the beneficial owner is, such consignee shall himself be liable for such additional charges. Nothing herein shall limit the right of the carrier to require at time of shipment, the prepayment of the charges. If upon inspection it is ascertained that the articles shipped are not those described in this bill of lading, the advances or tariff charges must be paid upon the articles actually shipped.

Sec. 8. If this bill of lading is issued on the order of the shipper, or his agent, in exchange or in substitution for another bill of lading, the shipper's signature to the prior bill of lading as to the statement of value or otherwise, or election for common law or bill of lading liability, in or in connection with such prior bill of lading, shall be considered a part of this bill of lading as fully as if the same were written or made in or in connection with this bill of lading.

Sec. 9. Any alteration, addition or erasure in this bill of lading which shall be made without the special notation hereon of the agent of the carrier issuing this bill of lading shall be without effect and this bill of lading shall be enforceable according to its original tenor.